

TO RESIST EARTHQUAKE

(Continued from Page 1.)

Herbert E. Law is particularly interested in the establishment of an easy approach for vehicles from the downtown quarter of town to the Fairmount, and, in addition to the scheme for utilizing two blocks of property for the purpose of a winding road, the committee is considering suggestions for the regrading of certain streets that will permit of a winding approach to the summit of the hill on the public thoroughfares.

The scheme is said to be a simple engineering problem. Whereas every street leading to the summit of the California-street hill from the north, east and south at present contains grades that are impassable except for cable cars, it has been found possible, by the simple correction of grades, to make an approach from any of the directions mentioned, with a maximum grade of 5 or 6 per cent. Greater distance is the one thing necessary in securing easier grades, and as it has been pointed out to the committee, this can be accomplished by means of a winding route through the side hill streets. For instance, instead of a steep climb up the one block on Mason street from Pine to California, an easy grade between the two points might be established by running around the three other sides of the block. By this system, it is declared, the problem of securing easy grades over the California-street hill and the other eminences of the city can be solved without disturbing the property rights of individuals. The scheme, it is said, might involve the cutting off of corners of certain blocks, so that the turns in the road would not be too abrupt, but otherwise private property interests would not suffer.

STREET RAILWAY PEOPLE FAVOR THE NEW PLAN.

This scheme of new street grades on the approaches to the hilly sections is understood to be greatly favored by the United Railroads, for it affords a solution of the transportation question in those sections of the city. The company is understood to be not unwilling to rebuild its cable roads as electric lines over the hilly sections if circuitous routes of travel can be established with grades such as will permit of the operation of electric cars. If the scheme is carried into execution San Francisco may soon witness the passing of the cable road from those hilly sections where it has been popularly assumed in the past no means of transportation other than by cable could ever be established.

Herbert E. Law's committee is industriously engaged in securing engineering data looking to a solution of the question, and it is announced that the committee will formulate some definite program within a few days.

With the gradual settling of the city back to a more normal business basis, the reports issued from the various relief headquarters are decidedly more encouraging and the work of the committees now in charge is mainly in the perfecting of the present systems of distribution of supplies in progress. The tri-weekly distribution of food seems to have worked out satisfactorily, and only in a few instances have emergency cases cropped up where it has been necessary to give rations between times, and all cases of destitution and want that have been reported to Colonel Lea Feliger have been investigated by his aids and found to be other needs than food.

According to Captain R. E. Longdon, statistician of the Army relief bureau, the number of rations distributed is showing a rapid reduction, yesterday's rations aggregating 127,000 against approximately 280,000 on May 3d. At the various sub-stations some verbal grumbling has been heard regarding the alleged staleness of the bread and the poor cuts of meat given, but no official complaint has reached headquarters. An improved condition generally prevails, and the matter of distributing rations moves smoothly.

RED CROSS RUNNING MORE MEAL STATIONS.

Last night three meal stations, or community kitchens, were turned over to the Red Cross Society—the Lobos-square kitchen, near Fort Mason, which had been running for five days under army supervision; one at the intersection of Scott and Bay streets and one at the foot of Jones street. The Red Cross is to introduce a careful system of distributing meal tickets at these kitchens. The agents are to be held personally accountable for those issued, and restaurant keepers will be compelled to keep a strict account of the tickets received and to turn them back to the officials of the society.

The sewing schools under the supervision of Miss Lueile Hayes, at the Hearst School, are now in excellent working trim, and women and girls are kept busily engaged in making all sorts of garments.

At the camps in Golden Gate Park the only confusion is the influx of the refugees from the smaller camping grounds, in compliance with Mayor Ishigami's order. Major Melver, commander of the second military district, has addressed Chief of Police Dinan, asking him to hold the refugees in their present quarters until camp 6, which is being established in the speedway section, is tented and put in sanitary condition. Due notice will be given the civil authorities when the camp, which will accommodate at least 1,000, is ready for occupancy.

The first school for children over 10 years of age will be started next Monday, and by these means Major Melver expects to keep strict tab on the cleanliness of the children. Twelve sewing machines have been received from the Red Cross Society and have been installed in camp 6, the most settled in the Park, and, under the direction of Miss Hansen, the women and girls are making all sorts of clothing for both young and old.

At the field hospital, which is used

for general cases, Dr. Gilchrist had 170 patients in his care yesterday, none, however, suffering from serious maladies. He reported the general health condition of the various camps as satisfactory.

The free employment bureau in the Hearst School is still finding it difficult to secure positions for all the applicants. About 150 received work yesterday, but the applications for employment were fully twice that number.

LABOR CONTRACTORS ARE NOT FAIR TO MEN.

Labor Commissioner W. V. Stafford, who has charge of the Red Cross Employment Bureau at the Hearst School, at Fillmore and Hermann streets, has sent a letter of indignant protest to the Committee of Forty asking the committee to do what it can to awaken the contractors of the city to a sense of their duty at this time.

"I am not at all satisfied that we have met with proper assistance at the hands of employing contractors," says the Commissioner. "Many are hiring labor as they require it from the long line of men entering the city, men who are deserting their labor in the interior through statements of the immediate reconstruction of the city. We make insistent pleas for orders for men, with poor results. Contractors are not alive to the importance of giving the first choice to San Francisco's own people. Indeed, I am led to believe that some large employers are thoughtless to a degree bordering on cruelty."

Going on, Stafford recites the case of one firm which placarded the city with a call for 1000 men. The Red Cross Bureau was urged to send men, but every man so sent was turned away with the statement that no men were wanted. When Stafford investigated the case he was told that the signs were old ones, although some of them still stood, two days ago, and scores of men were tramping the city to reach the offices of the concern, only to be turned away.

Another paragraph from Stafford's letter speaks for itself. He says: "I regret to advise you that some of the contractors in and around the city are placing their pay day so far ahead as to render their work valueless to men with families, and then discount their own paper in a vicious and extortionate manner. These things were bad enough in ordinary times; today they are brutal. It is, in my opinion, of the utmost importance that labor should be provided for the army of destitute men in this city. I believe that you can put the matter before those competent to act in a way that will bring results."

The letter contains the statement that of about 3500 men who have registered at the bureau, work has been secured for about 800.

The chief of the sixth relief section has made the following report under date of May 15th:

"My attention was called to the fact that a firm of contractors, Eckert & Peterson, engaged in work for the Southern Pacific Railroad Company, are not paying their employees and apparently do not intend to pay their employees for over one month without making a deduction of nearly 10 per cent. of the pay, in which case the method of 'spiking,' as it is called, is to deduct 25 cents for each day when pay is advanced before the usual pay day. While I have had no opportunity to verify this directly, the facts as stated are deduced from the mass of evidence."

THE CHINATOWN PROBLEM HARD ONE TO SOLVE.

The Argonaut has this upon the Chinese problem: "The hysterical way in which public opinion chafes around in times of great stress and strain is shown very notably in the attitude of San Francisco of late toward her local problem, Chinatown. The universal remark after the fire was 'This means the end of Chinatown.' And it seemed as if it were so. For years the district known as Chinatown had been an eyesore to San Francisco. It was once one of the finest parts of San Francisco, and many of the filthy dwellings occupied by the Chinese were in former times the dwellings of the city's magnates. Rod by rod and block by block, the yellow plague had made its way, driving the whites before it, until Chinatown extended from Sansome street on the east to Powell street on the west, from Broadway on the north to Bush street on the south. Therefore it was that San Francisco said that the fire was not an unmitigated evil, if it should drive out Chinatown.

The Chinese seemed to simplify the problem by fleeing from the city in great numbers. Together with the Japanese they did not stand on the order of their going, but fled in droves, principally southward. Only those who were absolutely unable to leave the city remained, and they were placed in a detention camp in the Fort Mason Military Reservation. Their odoriferous neighborhood, however, was so distasteful to the white men and women in their neighborhood that they were twice removed by the authorities. This gave rise to the complaints to Washington that they were being 'maltreated.' As a matter of fact they were as well fed and well treated as the white refugees, with the single exception that they were thoughtfully placed to leeward of the

THE REFUNDING BILL IS PASSED BY THE SENATE

(Associated Press Cablegram to the Advertiser.)

WASHINGTON, MAY 24.—THE SENATE YESTERDAY PASSED THE BILL CREATING A FUND FOR PUBLIC WORKS IN HAWAII, AND SETTING ASIDE SEVENTY-FIVE PER CENT. OF THE ISLANDS' CUSTOMS DUES AND RECEIPTS FROM INTERNAL REVENUE FOR THE PURPOSE.

WASHINGTON, D. C., May 23, 1906.

To W. O. Smith, Honolulu:

Funding Bill passed Senate.

(Signed.)

F. M. HATCH.

WASHINGTON, May 23, 1906, 5.56 p. m.

To Governor Atkinson, Honolulu:

Review (Refund) Bill passed Senate with

minor amendments.

KUHIO.

WASHINGTON, May 23, 1906, 5.54 p. m.

To Atkinson, Honolulu:

Revenue Bill passed Senate.

ALONZO STEWART.

Those three cablegrams, received in Honolulu yesterday, conveying the information that the refunding bill has passed one house of Congress, and that the more conservative of the two, is the best news Hawaii has heard in a long day.

The cablegrams reached this city within a very few minutes of each other. That from Judge Hatch to Mr. Smith is, of course, conclusive. Of the two cablegrams sent to the Acting Governor, that from Mr. Stewart arrived about two minutes ahead of the Delegate's cablegram. Alonzo H. Stewart is the Assistant Doorkeeper of the United States Senate and a very good friend of Hawaii, of the Acting Governor, of Mr. W. O. Smith and of many other people in town. From the first he has been interested in the refunding bill, as a measure of benefit and justice to these islands.

All the cablegrams, of course, refer to the refunding bill. That of Mr. Stewart is plain enough, and the use of the word "Review" in the Delegate's message is clearly an error in cabling. It is very easy to see how such a mistake could occur.

The struggle for keeping in the Territory three-fourths of the money paid for customs and internal revenue dues is half won. The President is known to be in favor of the measure. He has advocated it in his message, and has been the real inspiration of the battle that has been made by island people.

The measure has many and powerful friends in the House of Representatives, and while it is known also to have strong opponents there, there have lately been indications that these are not so strongly set against Hawaii in the matter as they were known to have been at first.

There is reason, therefore, for the entertainment of a reasonable hope that the bill may eventually be passed. When it is passed, the drain upon the circulating medium that follows the present system will be eased most materially, and times here are certain to be better. Times are always good when there is plenty of money in circulation.

whites, as the Chinese odor, if they were placed to windward, would have driven the white men and women into the bay.

"Now, however, when it comes to the 'disappearance of Chinatown,' many difficulties have arisen. One of the first of these is that many of the Chinese own the title to the land in Chinatown in fee-simple. These people will resist dispossession unless paid an exorbitant price for their land. If any attempt is made to eject them, outside the law, it will speedily become a Federal matter. The Chinese government will complain and the Federal Government will intervene. While the matter of individual Chinese owners might be settled by large payments for their land, the Chinese Government owns a large piece on Stockton street which it occupies as Consulate General for this coast. The Chinese Government will not sell that for any price, as it would be derogatory to its dignity to do so. It will therefore be impossible to eliminate the Chinese entirely from this district, but even if most of them be removed, it would be an improvement highly to be desired.

"A phase of the matter which is not unamusing is this: Nearly fifteen hundred Chinese have taken refuge in Los Angeles, many of them wealthy Chinese merchants. They have assured the Angelinos that five thousand of their countrymen will follow them from San Francisco if they are hospitably received. They have gone further and have assured their hosts that San Francisco's large Oriental trade was due to the existence of the Chinese colony there, and that if the Chinese colony were transferred to Los Angeles, 'the Oriental trade would follow it, using San Pedro as a shipping point.' No one in San Francisco before has suspected the Chinese col-

ony there as being 'the center of the Oriental trade.' But the mere thought of Los Angeles taking anything away from San Francisco in her hour of trial so aroused San Francisco that at a meeting of the General Citizens' Committee it was urged that this matter be taken up at once. Charles S. Wheeler is reported in the Chronicle as declaring that 'if the situation were not wisely handled, the bulk of San Francisco's Oriental trade might be diverted to other Pacific Coast ports. Thereupon the Committee declared that there was no disposition to harass the Chinese or to exclude them from full participation in the commercial life of the city, and a sub-committee determined to bring about an amicable adjustment of matters concerning the Chinese.'"

BIG RAILROAD OFFICES ALL IN SAN FRANCISCO.

Having been advised by the Southern Pacific and Santa Fe roads that their head offices have never been removed from San Francisco even for an hour, and realizing that this city is the only place for their head Coast offices, the presidents and chief traffic officials of all the connecting lines of the Southern Pacific and Santa Fe have telegraphed from the East to their San Francisco agents to move back to the city from Oakland as soon as they can find accommodations. Many of these agents have already taken desk room in the nave of the ferry building. In a few weeks they plan to jointly occupy a building to be called the Railroad Arcade.

The Harbor Commission people have agreed to allow this structure to be built on State property in front of and close to the Ferry depot building. As planned, the building is to cost \$100,000 and the agents of the twenty different

interested roads will pay the cost on a basis to be agreed upon. The interior of the building will be divided into offices or booths, which will face on two arcades or walks running at right angles through the center of the structure. By means of these two walks or arcades, the building can be entered from four sides and the walks will be wide and light, similar to offices or booths.

Where the walks intersect a large flag pole will extend up through the roof. Around the base of the pole will be tables for the distribution of railroad literature for the information of the traveling public. It is the intention of the railroad agents to make the place a general information bureau for the public as well as a place for the sale of railroad tickets.

While the new building will be devoted to passenger agents' offices, the interested Eastern railroad presidents and traffic chiefs have arranged to have their coast freight representatives locate on Fillmore and other streets where retail and wholesale merchants are now locating in large numbers.

It is the hope of all of these agents that they may within two years at least get back into offices they formerly occupied in the Palace hotel on Market street and in the adjoining Monadnock building.

MORE HAWAIIANS FOUND BY MORGAN

The Acting Governor has received by mail from J. F. Morgan the following additional names of Hawaiians found safe in San Francisco:

F. B. McStocker, Jr., 2423 1-2 Harrison street, S. F.

Clara McDonald, 1928 Everett street, Alameda.

Thos. J. Dolan, 223 Bradford st., S. F.

L. Dufan, Camp 5, Presidio Golf Links.

J. E. Gavina, Oakland, Cal.

Mrs. H. Toogood, San Pablo, Contra Costa, Cal.

Mrs. C. T. Littlejohn, 2919 Laguna street, S. F.

Mrs. Anna McCormick, 1741 Russell street, Berkeley.

A. A. Basford, care of T. H. Merry.

112 Kimberley avenue, Santa Barbara.

Mrs. Boots, 1841 Buchanan st., S. F.

Mrs. Schaefer, between I and J, 6th avenue, by Mrs. Mulock's.

Mrs. Poor and Mrs. Spalding, 1430 Turk st., S. F.

MRS. KAAE MAKES SEPARATE FIGHT

Jessie K. Kahe by her attorney, C. W. Ashford, has entered a demurrer for herself to the bill of complaint, "to substitute trustees and for an injunction," of Albert B. Carter and his eight minor children by their next friend, Edgar Henriques, against John C. Lane, Junius Kahe and Jessie K. Kahe.

She denies jurisdiction in equity, saying that plaintiffs have a full, adequate and speedy remedy at law for any faults, defects, misfeasances or malfeasances of this defendant, and that the jurisdiction of matters concerning her lies in the Circuit Court and the Circuit Judge sitting at chambers.

She says that the bill is uncertain in not showing that the probate of the estate of Margaret V. Carter has been closed, or if the defendants or any of them have or has had distributed to them or any of them the estate or any of it, or received the estate or any of it from a probate court for the purpose of carrying out the trusts mentioned in the will of Margaret V. Carter; also uncertain in not showing by what authority Henriques signs the complaint as attorney in fact for Albert B. Carter, or acts as guardian or next friend of the minors when the father and natural guardian of them is living; also uncertain in not showing whether it is the intent of the bill to remove this defendant from the position of executrix of the will, or otherwise permanently to interfere with her duties as executrix; also uncertain in not showing whether this defendant has at any time acted or now assumes to act as trustee under the will, relative to possession and control of the property, nor whether she has acted or is assuming to act as such in conjunction with either or both of her co-defendants.

For the same reasons that the bill is uncertain, as she says, Mrs. Kahe says it is also ambiguous and unintelligible.

Further she says that the bill seeks inconsistent relief and different kinds of relief inconsistent with each other, and inconsistent with the allegations of the bill, and relief of a legal as distinguished from an equitable character.

Wherefore she submits to the court whether she should be compelled to make any other or further answer to the complaint, and further prays that the bill may be dismissed as to her with her reasonable costs.

FOR FREE ALCOHOL

(Continued from Page 1.)

amendment might be a compromise. He has talked with others than Mr. Curtis about it. The President is very desirous that the bill become a law and will apparently try several compromises before he gives up.

FREE ALCOHOL BILL.

It has been assured for many days that the free alcohol bill would be enacted into law at this session of Congress. Some very zealous advocates of the bill began at once to cry that there were plans afoot to defeat the measure. Anybody who counseled careful consideration of the bill for the purpose of safeguarding it and safeguarding the revenues was at once branded as its opponent. As a matter of fact some of the Republican campaign managers wanted it passed especially for the benefit it might assure to the struggle for seats in Western Congressional districts. They began to belay the New England members of the Finance Committee—Senators Aldrich and Hale—because New England has not been looking at the bill so much from the political standpoint as from the industrial standpoint.

After the animal versions had been piling up for a while, both the New England senators stated that they were favorable to the bill. They believe it good legislation, but they are not to be hurried into passing a defective bill. Both are very busy senators, serving on a number of important committees of the Senate and having a lot of work also on the floor. They are disposed to get to the consideration of the free alcohol bill at an early day, but will insist on some hearings that they may know exactly what they are doing and also that they may not be blamed subsequently for any unfavorable development in the law without having themselves in advance contemplated what the legislation would accomplish. As they have to assume at least a part of the responsibility for the workings of the law, they do not like to take things on the sayso of others. The other members of the Finance Committee have taken a similar attitude, but as there has been no attempt to circulate misleading reports about them—Mr. Aldrich and Mr. Hale, as Senate leaders being more conspicuous, perhaps, than their colleagues—these men have remained silent.

It may happen that the House bill will be satisfactory to all Senators. But the Senate has a reputation for legislating very carefully. Nowhere is that rule of closely scrutinizing everything more scrupulously applied than in the Finance Committee, which has to deal with measures affecting government revenues. It invariably happens that every revenue bill before that committee is considered in detail and by men who have been experts in revenue matters for years. The attention of Senator Allison, for instance, to the free alcohol bill, is desired by the committee. He is one of the best experts on internal revenue legislation in the Senate, having given it study for thirty years. But Mr. Allison has been ill for nearly a week and has also been much engaged, when he was able to get out, on the railroad rate regulation bill. He has been appointed on the sub-committee along with Mr. Aldrich and Mr. Hale. That sub-committee is composed of the strongest men in the Senate.

While the benefits of a free alcohol law are conceded, it is claimed on competent authority that the cost of alcohol will not be as little as many of the representations have led people to believe. Statements before the House Committee on Ways and Means were that alcohol could be produced at from 15 to 20 cents a gallon, where now it costs about \$2 a gallon. The cost under the proposed new law will probably be nearer 50 cents a gallon than twenty-five cents a gallon. That, however, would be an enormous reduction and would make alcohol, denatured, available for use in the arts and also as a fuel to a much greater extent than is now possible.

HAWAIIAN MEASURES.

There is but little new to write about the various Hawaiian measures pending. Nothing has developed since my last letter about the refunding bill. It is waiting for suspension day, when, as now planned, an effort will be made to pass it under the two-thirds rule.

The House Committee on Territories has ordered a favorable report on the telephone bill. The actual presentation of the report waits on the preparation of some figures by Mr. A. B. Browne, of this city, who is acting as attorney for the Telephone Company. The bill affecting the election of a delegate from Hawaii has been favorably reported and is on the House calendar. The committee report was prepared by Representative Lloyd, Democrat, from Missouri.

The bill to permit the sale of certain property in Hawaii, has also been favorably reported and is on the House calendar. The report was made by Mr. James McKinney, of Illinois, (Tag Eleu and other movable property.) Mr. Ralph S. Hosmer, superintendent of forestry in Hawaii, has been in Washington conferring with officials of the Department during his vacation and left last evening for Boston. His mother accompanied him from here. He expects to make quite an extended visit at his home in Massachusetts before returning to Honolulu.

"I have been talking with officials of the Department of Agriculture since my visit here," said Mr. Hosmer yesterday, "and have done what I could to encourage them to make appropriations for various lines of work in the islands. They seem well disposed to such plans. That, I think important, for it means that the appropriations will be allotted to the islands as soon as the money can be had. But the trouble now is that the general appropriations are being restricted and the officials have not the money to spend. But I have been much impressed by the friendly attitude of officials toward Hawaii. They are now beginning to fully understand our conditions."

ERNEST G. WALKER.



A FOOD STATION AT DEWEY MONUMENT.

FIREMEN RESCUING A VICTIM.

HER FAMILY SAVED.